

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

117

City of Lexington

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
Bypas - Bypass Route	
Truck - Truck Route	
ALT 	ALT - Alternate Route
	Wve - Wve Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Lexington

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11	City of Lexington	From: 0.59	SCL Lexington	F	96%	1%	1%	2%	1%	0%	C	0.097	F	0.505	10000	F
11	City of Lexington	To: 0.04	Main St	F	96%	1%	1%	2%	1%	0%	F	0.088	F	0.508	11000	F
11	City of Lexington	From: 0.08	Bus US 11	G	97%	0%	1%	1%	1%	0%	F	0.085	N	0.508	20000	G
11	City of Lexington	To: NCL Lexington														
Bus 11 Main St	City of Lexington	From: 0.39	SCL Lexington	F	98%	0%	1%	1%	0%	0%	C	0.083	F	0.533	3700	F
Bus 11 Main St	City of Lexington	From: 0.16	Thornhill Rd	F	98%	0%	1%	1%	0%	0%	F	0.093	F	0.56	5700	F
Bus 11 Main St	City of Lexington	From: 0.31	Wallace St	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.588	5100	F
Bus 11 Main St	City of Lexington	From: 0.31	White St	F	99%	0%	1%	0%	0%	0%	F	0.108	F		4000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							6500	F	99%	0%	F	0.095	F		7100	F
Bus 11 Main St	City of Lexington	From: 0.24	Nelson St	F	99%	0%	1%	0%	0%	0%	F	0.094	F		4900	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							9800	F	99%	0%	F	NA			11000	F
Bus 11 Main St	City of Lexington	From: 0.37	Jefferson St	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.536	9800	F
Bus 11 Main St	City of Lexington	From: 0.34	Letcher St	F	99%	0%	1%	0%	0%	0%	C	0.095	F	0.545	10000	F
Bus 11 P	City of Lexington	From: 0.35	US 11	F	99%	0%	1%	0%	0%	0%	F	0.111	F		3100	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							6500	F	99%	0%	F	0.095	F		7100	F
Bus 11 P	City of Lexington	From: 0.24	US 60 Nelson St	F	99%	0%	1%	0%	0%	0%	C	0.096	F		5800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							9800	F	99%	0%	F	NA			11000	F
60 Nelson Street	City of Lexington	From: 0.25	WCL Lexington	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.657	5500	F
60 Nelson Street	City of Lexington	From: 0.33	Woods Creek	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.624	6200	F
		To: Glasgow Street														

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							2Axle	3+Axle	1Trail	2Trail						
60 Nelson Street	City of Lexington	From: 0.14	Glasgow Street	5400	F	98%	0%	1%	0%	0%	F	0.098	F	0.548	5900	F
60 Nelson Street	City of Lexington	To: 0.17	Lee Street	7500	F	96%	0%	1%	1%	1%	F	0.095	F	0.506	8200	F
60 Nelson Street	City of Lexington	From: 0.21	Randolph Street	12000	G	96%	0%	1%	1%	1%	F	NA			13000	G
60 Nelson Street	City of Lexington	To: 0.35	Spotswood Dr	12000	G	96%	0%	1%	1%	1%	C	NA			13000	G
60 Nelson Street	City of Lexington	From: 0.38	McCormick Ave	3900	F	97%	0%	1%	1%	1%	C	0.096	F	0.627	4200	F
251 Thornhill Rd	City of Lexington	To: 0.24	Link Rd	4600	F	95%	0%	1%	3%	1%	C	0.088	F	0.568	5000	F
251 Link Rd	City of Lexington	From: 0.24	Thornhill Rd													
		To: Main St														

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						2Axle	3+Axle	1Trail	2Trail								
City of Lexington																	
1 Diamond St	0.36	1400	F	99%	0%	1%	0%	0%	0%		C	0.127	F	0.638	1600	F	2004
				From:	Lewis St					To:							
2 Lee St	0.08	1900	F	98%	0%	1%	0%	0%	0%		C	0.109	F	0.545	2100	F	2004
				From:	Nelson St					To:							
4251 Thornhill Rd	0.38	2200	F	99%	0%	0%	1%	0%	0%		C	0.107	F	0.78	2400	F	2004
				From:	Link Rd					To:							
4252 Enfield Rd	0.43	1200	F	98%	0%	1%	0%	1%	0%		F	0.098	F	0.516	1300	F	2004
				From:	WCL Lexington					To:							
4252 Lime Kiln Rd	0.32	1900	F	98%	0%	1%	0%	1%	0%		C	0.101	F	0.554	2100	F	2004
				From:	Lime Kiln Rd					To:							
4254 Ross Rd	0.31	1400	F	99%	0%	0%	0%	0%	0%		F	0.111	F	0.636	1500	F	2004
				From:	Enfield Rd					To:							
4254 Jackson Ave	0.27	1900	F	99%	0%	0%	0%	0%	0%		C	0.129	F	0.862	2100	F	2004
				From:	Ross Rd					To:							
4255 Houston St	0.40	2100	F	99%	0%	1%	0%	0%	0%		C	0.104	F	0.5	2300	F	2004
				From:	SCL Lexington					To:							
4255 Houston St	0.15	2300	F	99%	0%	1%	0%	0%	0%		F	0.102	F	0.536	2500	F	2004
				From:	Taylor St					To:							
4256 McDowell St	0.05	470	F	98%	0%	2%	0%	0%	0%		C	0.129	F	0.603	520	F	2004
				From:	Main St					To:							
4257 Walker St	0.40	2700	F	98%	0%	1%	0%	0%	0%		C	0.102	F	0.505	2900	F	2004
				From:	Houston St					To:							
4258 Preston St	0.05	2100	F	96%	0%	1%	2%	0%	0%		C	0.106	F	0.915	2400	F	2004
				From:	Main St					To:							
4260 Henry St	0.05	1200	F	98%	1%	1%	0%	0%	0%		C	0.093	F	0.538	1300	F	2004
				From:	Main St					To:							
4261 Lewis St	0.08	3300	F	98%	0%	0%	0%	1%	0%		C	0.099	F	0.560	3700	F	2004
				From:	Nelson St					To:							
4261 Washington St	0.30	3300	F	98%	0%	0%	0%	1%	0%		F	0.1	F	0.537	3600	F	2004
				From:	Washington St					To:							
4261 Washington St	0.06	3900	F	98%	0%	0%	0%	1%	0%		F	0.092	F	0.684	4300	F	2004
				From:	Main St					To:							
4261 Washington St	0.06	5300	F	98%	0%	0%	0%	1%	0%		F	0.093	F	0.606	5800	F	2004
				From:	Jefferson St					To:							
4261 Washington St	0.21	3200	F	98%	0%	0%	0%	1%	0%		F	0.086	F	0.669	3500	F	2004
				From:	Lee St					To:							
4262 Borden Rd	0.34	700	F	98%	0%	1%	0%	1%	0%		C	0.108	F	0.605	770	F	2004
				From:	WCL Lexington					To:							
4263 Lewis St	0.33	1500	F	99%	0%	0%	0%	0%	0%		C	0.127	F	0.558	1600	F	2004
				From:	Washington St					To:							
				From:	Diamond St					To:							

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						2Axle	3+Axle	1Trail	2Trail								
<u>City of Lexington</u>																	
(4266) Spottswood Dr	0.40	2600	F	99%	0%	1%	0%	0%	0%		C	0.093	F	0.552	2800	F	2004
				From:	Houston St					To:	Nelson St						
(4267) White St	0.18	1400	F	99%	0%	1%	0%	0%	0%		F	0.118	F	0.524	1500	F	2004
				From:	Jefferson St					To:	Mclaughlin St						
(4267) McLaughlin St	0.28	2100	F	98%	0%	1%	0%	1%	0%		C	0.097	F	0.647	2300	F	2004
				From:	White St					To:	Glasgow St						
(4267) Glasgow St	0.06	1200	F	93%	0%	1%	6%	1%	0%		C	0.12	F	0.531	1400	F	2004
				From:	McLaughlin St					To:	Nelson St						
Edmondson Ave		450	F									0.121	F	0.658	450	F	2004
				From:	Jackson Ave					To:	Main St						
Taylor St		1400	F									0.116	F	0.528	1600	F	2004
				From:	Wallace St					To:	Houston St						
Tucker St		500	F									0.093	F		550	F	2004
				From:	Washington St					To:	Massie St						